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Amendments to the CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF CLAIMS:

1-7. (Canceled).

8. (Original) A method of controlling an engine, comprising the steps of:

determining, on the basis of a first variable which characterizes an injection quantity and a second variable which characterizes an angular position at which the injection quantity is metered, a third variable which characterizes a torque supplied by the engine;

determining, on the basis of a fourth variable which characterizes an intent of a driver, a fifth variable which characterizes a torque desired by the driver; and analyzing the third variable and the fifth variable for the purpose of fault monitoring.

- 9. (Currently Amended) The method according to claim 8, wherein: the first variable corresponds to an actuation duration of an output stage of one of a solenoid valve and a piezoactuator.
- 10. (Original) The method according to claim 9, wherein:
 the angular position is that of a crankshaft; and
 the second variable corresponds to the angular position of the crankshaft at
 which the injection occurs.
- 11. (Original) The method according to claim 8, wherein:
 the fourth variable corresponds to a position of an operating element.
- 12. (Original) The method according to claim 8, further comprising the step of:

 detecting a fault when the third variable and the fifth variable differ by more
 than a threshold value.

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- 13. (Original) The method according to claim 8, wherein:
 the fault monitoring takes place only in certain operating states.
- 14. (Original) A device for controlling an engine, comprising:

an arrangement for determining, on the basis of a first variable which characterizes an injection quantity and a second variable which characterizes an angular position at which the injection quantity is metered, a third variable which characterizes a torque supplied by the engine;

an arrangement for determining, on the basis of a fourth variable which characterizes an intent of a driver, a fifth variable which characterizes a torque desired by the driver; and

an arrangement for analyzing the third variable and the fifth variable for the purpose of fault monitoring.

- 15. (New) The method according to claim 8, wherein the fourth variable is determined using an accelerator pedal position and a torque characteristic map.
- 16. (New) The method according to claims 9 or 24, wherein:
 the fourth variable corresponds to a position of an operating element.
- 17. (New) The method according to claims 9 or 24, further comprising the step of:

 detecting a fault when the third variable and the fifth variable differ by more
 than a threshold value.
- 18. (New) The method according to claims 9 or 24, wherein:
 the fault monitoring takes place only in certain operating states.
- 19. (New) The method according to claims 9 or 24, wherein the fourth variable is determined using an accelerator pedal position and a torque characteristic map.
- 20. (New) The method according to claims 10 or 25, wherein:

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the fourth variable corresponds to a position of an operating element.

- 21. (New) The method according to claims 10 or 25, further comprising the step of:

 detecting a fault when the third variable and the fifth variable differ by more
 than a threshold value.
- 22. (New) The method according to claims 10 or 25, wherein:
 the fault monitoring takes place only in certain operating states.
- 23. (New) The method according to claims 10 or 25, wherein the fourth variable is determined using an accelerator pedal position and a torque characteristic map.
- 24. (New) The method according to claim 8, wherein:

 the first variable corresponds to an actuation duration of an output stage of a piezoactuator.
- 25. (New) The method according to claim 24, wherein:

 the angular position is that of a crankshaft; and
 the second variable corresponds to the angular position of the crankshaft at
 which the injection occurs.